

Matt Blunt
Governor



Michael N. Keathley
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Intergovernmental Relations
Post Office Box 809
Jefferson City, 65102
573/751-1851

December 4, 2006

Jen Johnson
Environmental Planner
HNTB
Engineers Architects Planners
715 Kirk Drive
Kansas City, MO 64105-1310

Dear Ms. Johnson:

Subject: 0705041

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

- 1A None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

A handwritten signature in cursive script that reads "Sara VanderFeltz".

Sara VanderFeltz
Administrative Assistant

cc:



Clay County Economic Development Council

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Chair

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Clay/Platte Development
Corp.

"Maximizing Economic Well-being and Opportunity in Clay County, Missouri"
December 5, 2006

Lee Ann Kell
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, MO 64086

Ms. Kell,


The Clay County Economic Development Council represents businesses and provides and promotes economic development in Clay County, Missouri. We represent over 800 businesses, municipalities and act as a sales force for Clay County. A part of our mission is certainly to encourage and facilitate a safe, reliable, cost efficient and effective transportation system throughout Clay County and between Clay County and our neighboring counties - Jackson, Platte, Ray, Clinton and the rest of Missouri.

2A

We have watched with interest the current discussion regarding non-motorized and pedestrian traffic as it may affect river crossings. While we endorse the concept on non-motorized and pedestrian traffic having a river crossing opportunity, we feel that the best place for that is somewhere near the Heart of America bridge corridor. Whether that would be in the form of an enhancement to the Heart of America Bridge or a separate bridge, deserves some further consideration and discussion. However, at the same time, we feel that any non-motorized and pedestrian traffic in the Paseo corridor is a poor and ineffective choice. The Paseo corridor will have higher speed limits, substantially greater truck traffic, and substantially greater passenger traffic than the Heart of America corridor. Further, there are trailheads and access/egress opportunities in the Heart of America corridor that do not exist in the Paseo corridor. We request that the "Final EIS" delete the "do not preclude" language and that the Paseo corridor be constructed without further consideration of non-motorized or pedestrian traffic opportunities for the bridge.

Transportation infrastructure is a key component to attract and retain business. The ability to move completed projects, raw material, and human capital needed to acquire and produce the products is a top tier necessity of commerce. These systems must be safe, linked to other forms of transportation, and with the other areas of the county and the country in terms of cost. Utilization of the Paseo Bridge corridor for non-motorized and pedestrian traffic is not effective for any of these, while the Heart of America can be. Please do not consider this letter and this position of The Clay County Economic Development Council as being against non-motorized or pedestrian traffic; but only the location of it in the Paseo corridor.

Sincerely,


Tim Kristl
Chair

**Simply
More...**
CLAY COUNTY

110 NW Barry Road, Suite 210 • Kansas City, MO 64155(816) 468-4989 • Fax (816) 468-7778
www.claycdc.com



**Office of the Mayor****Mayor Kay Barnes**

29th Floor, City Hall
414 East 12th Street
Kansas City, Missouri 64106-2778



(816) 513-3500
Fax: (816) 513-3518

December 7, 2006

Ms. Peggy Casey
Environmental Projects Engineer
Federal Highway Administration
3220 West Edgewood, Suite H
Jefferson City, MO 65109

Dear Ms. Casey,

3A Please find enclosed a copy of Resolution 061289 that was adopted by the City Council of Kansas City, Missouri on November 30, 2006. This resolution expresses the City Council's support of the single point urban interchange as part of the proposed improvements to Front Street and the I-29/I-35/Paseo Bridge interchange. It also directs the City Manager to identify and recommend potential funding sources for city contribution to help defray the costs of designing and constructing the interchange.

We hope that you will include the single point urban interchange as part of the plan for the East Front Street Interchange improvements.

Sincerely,


Kay Barnes

enclosure

Legislation Text

Page 1 of 1

RESOLUTION NO. 061289

Expressing support for a single point urban interchange as part of proposed improvements to Front Street and the I-29/I-35/Paseo Bridge interchange and authorizing the City Manager to identify and recommend potential funding sources for City contribution to help defray the costs of designing and constructing such interchange.

WHEREAS, the Missouri Highways and Transportation Commission (MHTC) proposes to make improvements to Interstate Routes 29 and 35 (I-29/35) in Jackson and Clay Counties, Missouri, including a new crossing structure over the Missouri River and reconstruction of the interchange between I-29/35 and East Front Street, with East Front Street being relocated south of its present location (Front Street Interchange Improvements); and

WHEREAS, East Front Street is a public street running north and east from North Lydia Avenue and passing by and through property leased by the City to the Port Authority of Kansas City, Missouri, a portion of which is subleased by the Port Authority to IOC-Kansas City, Inc., d/b/a the Isle of Capri Casino (IOC-KC) located generally east of I-29/35 and south of the Missouri River;

WHEREAS, the City supports that the new interchange of I-29/35 and East Front Street be designed and constructed as a Single Point Urban Interchange (SPUI), with East Front Street relocated south of its present location to an alignment that is an approximate extension of present East Levee Road further to the east and abutting on the south the present IOC-KC parking lot lying south and west of existing East Front Street; and

WHEREAS, MHTC is willing to incorporate the SPUI into the East Front Street Interchange Improvements, but has asked that the City contribute \$10 million to help defray the costs of designing and constructing the SPUI as part of the East Front Street Interchange Improvements; and

WHEREAS, MHTC is willing to advance the \$10 million contribution on the City's behalf and be reimbursed by the City pursuant to a Reimbursement Agreement to be negotiated between the City Manager, on behalf of the City, and MHTC; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the City supports construction of the SPUI as a part of the East Front Street Interchange Improvements.

Section 2. That the City requests and encourages MHTC to include the SPUI as a part of the plans for the East Front Street Interchange Improvements.

Section 3. That the City is willing to consider contributing \$10 million to the East Front Street Interchange Improvements project to help defray the costs of designing and constructing the SPUI.

Section 4. That the City Manager is authorized and directed to work with the Port Authority to explore and identify potential funding sources to reimburse MHTC for the proposed \$10 million contribution, including, but not limited to, potential revenue bonds, a transportation development district, and other financing methods.

Section 5. That the City Manager is directed to recommend within 60 days from the date of adoption of this Resolution potential funding sources that would accommodate the needs of the City, MHTC and the Port Authority to the City Council.

<http://cityclerk.kcmo.org/liveweb/Documents/DocumentText.aspx?q=L8NO1xQeqSJ4ccm...> 12/7/2006

City of North Kansas City



City Hall
2010 Howell
North Kansas City, MO 64116
(816) 274-6000
Fax: (816) 421-5046
www.nkc.org

December 13, 2006

I-29/35 Final EIS
C/O HNTB
715 Kirk Drive
Kansas City, MO.
64105

Re: City of North Kansas City Comments to I-29/35 Final EIS

To Whom It May Concern:

Attached is the City of North Kansas City's comments and reply to the Final EIS for the I-29/35 corridor.

Sincerely,

Michael B. Smith
Assistant to the City Administrator

RESOLUTION NO. 06 – 096

**A Resolution Conveying the Position of the City of North Kansas City, Missouri
With Respect to the I-29/35 Final Environmental Impact Statement.**

WHEREAS, the Missouri Department of Transportation desires to undertake a project which would intend to the replace the Paseo Bridge and widen the I-29/35 corridor; and


WHEREAS, in order to receive federal highway funding, the Missouri Department of Transportation must conduct an environmental review to analyze the impacts, demonstrate the need, and show the feasibility of constructing such a project; and

WHEREAS, in performing the environmental review, the I-29/35 Final Environmental Impact Statement has been prepared and is now available for public comment; and


WHEREAS, the City of North Kansas City desires to avail itself of the opportunity to provide such comment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of North Kansas City, Missouri, that the materials to which this resolution is attached represents the position of the Mayor and City Council of the City of North Kansas City, Missouri as they relate to the I-29/35 Final Environmental Impact Statement.

DONE this 12 day of December, 2006.


Gene Bruns, Mayor

Attest:


Marsha Wilson, City Clerk

City of North Kansas City



City Hall
2010 Howell
North Kansas City, MO 64116
(816) 274-6000
Fax: (816) 421-5046
www.nkc.org

December 13th, 2006

I-29/I-35 Final EIS
C/O HNTB
715 Kirk Drive
Kansas City, MO. 64105

To Whom It May Concern:

What follows represents the City of North Kansas City, Missouri's response to the I-29/35 Final Environmental Impact Statement. The project continues to be one of critical importance to the City. So much so that the City has spent its own funds to engage the services of Cook, Flatt, and Strobel to develop a corridor study that considers the concepts shown in the EIS, along with the needs and future plans of the City.

Below, we address the various points along the corridor in order of priority to the City.

M-210/Armour Interchange (EIS Reference – Plate Build-02) – City Priority #1

The M-210/Armour Road interchange remains the most important priority and concern of the City of North Kansas City. The EIS continues to show the removal of the existing interchange in favor of a "modified single-point" interchange. The City maintains that the design shown in the EIS imposes three negative impacts to the City's local road network:

1. *It closes off direct access to Taney on the north side of M-210/Armour and to the businesses that already exist there.*

4A

- We believe the affects to the City's economic development can only be harmful.
 - As noted from the comments of the police and fire departments to the Draft EIS, directing all access to the existing businesses solely from Vernon also presents serious consequences to public safety.
2. *It limits access to Taney St. on the south side of M-210/Armour to only right-in/right-out traffic, and eliminates signalization of the intersection. We ask that*

MODOT continue to be mindful of the city's commitment to redevelop the south side of this intersection as evidenced by:

- **The City's investment of over \$3.0 million dollars** towards land acquisition, demolition and improvements within the area.
 - In December of 2004, the City rezoned the area from M-2 General Industrial to C-3, Service Business.
3. *To the west of the interchange, the now fully signalized intersection at Ozark St. would be eliminated in favor of an unsignalized intersection for westbound right-in/right-out traffic on M-210/Armour.*

This outcome would create a number of problems for North Kansas City. The lack of east bound access to and from the neighborhood would have a significant impact on the functioning of the city's street network in the area. We are further concerned about the *serious impacts* to public safety as noted to the Draft EIS from the comments of the fire and police departments.

Purpose & Need

We question whether the alternative in the EIS truly meets the following points noted in the "Statement of Purpose and Need":

- *Replace the deteriorating infrastructure and improve interchanges*
We do not believe it can be said that the EIS alternative can be an improvement as it relates to the City's local street network. For an interchange to be a true improvement, it should improve the function of both the interstate and the local streets to which it connects.
- *Improve traffic safety*
We don't believe the alternative improves traffic safety on the City's streets, especially as it relates to the functioning of Taney St. and Vernon St. on the north side of M-210/Armour.
- *Improve access to the Kansas City Central Business district and other major activity centers*
We believe the EIS alternative eliminates access to North Kansas City's current and future activity centers.

North Kansas City's Corridor Study Alternative – (see Exhibit #1)

As a part of our response you will find our preferred alternative from our corridor study. The study suggests that our concept design can achieve equal or better Level of Service (LOS) ratings than what is proposed in the EIS. And by using the same unit costs from the EIS, it is believed it can be accomplished within the budget assumed for the area in

the EIS. And certainly the City prefers it in that we believe this alternative would allow the City to keep the signalized intersections of Taney and Ozark open as they currently exist and assist in our future economic development plans.

This alternative used all of the same data and assumptions used in the EIS with one exception. This alternative assumes a 1.5% growth rate for the area while the EIS assumes a 3% growth rate. We think it is a fair and reasonable assumption based on the built-out nature of the area surrounding this interchange.

The City appreciates MoDOT's response in the EIS that they will provide the alternative to the design-build team for further consideration. We believe the study has produced a solution that can meet the needs of both MoDOT and the City.

We know from MoDOT's response to the EIS that MoDOT has concerns about certain assumptions used. We look forward to meeting with MoDOT staff to discuss those, and any other concerns.

Bedford Ave. & Levee Road Interchanges (EIS Reference – Alt. A, Plate A-01 & A-02) – City Priority #2

The City understands it is the intent of the EIS to improve the entrance and exit ramps for both the Bedford Avenue and Levee Road interchanges.

It remains the position of the City of North Kansas City that the design alternative shown in the EIS is a significant negative impact to the local road network within the Paseo Industrial District. Quebec Street would have to become more of a collector street than it is currently designed to be.

4B Further we question whether this alternative truly meets two of the points noted in the statement of Purpose and Need contained within the EIS. Specifically:

- *Improve access to the Kansas City Central Business district and other major activity centers*

The EIS preferred alternative would certainly affect access to and from, and the functioning of, the local road network within the City of North Kansas City.

- *Facilitate the movement of trucks*

While the proposed improvement may facilitate the movement of trucks on the highway, we believe this would have a detrimental affect towards the movement of trucks within the Paseo Industrial District.

North Kansas City's Corridor Study Alternative – (see Exhibit #2)

The City favors the alternative put forth by our corridor study that utilizes separated lanes from the mainline of I-29/35. This alternative also mirrors a suggested solution from MoDOT staff. While Macon itself would not be maintained, it is believed that the

scenario would continue to enable access to two businesses currently along Macon utilizing the city street network. The concept design is able to exist within the MoDOT right-of-way lines defined within the EIS. While the estimated cost of this alternative is approximately \$600,000 higher than the cost estimates shown in the EIS, we believe in a project of this scale that the cost difference is inconsequential if the alternative solves the problems of the alternative noted in the EIS.

14th & 16th Avenue Interchanges (EIS Reference – Plate Build-03) – City Priority #3

The preferred alternative shown in the EIS is a ½ Diamond interchange which eliminates the existing northbound loop exit ramp in favor of a more typical northbound exit to the south of 16th Avenue. While we have no objection to the alternative shown in the EIS, the City wanted to take this opportunity with the corridor study to consider any other possibilities for the interchange.

For years, it has been an interest of North Kansas City that the 16th Avenue interchange be considered for a full interchange. Besides Armour Road, 16th Avenue is the City's most significant east-west corridor.

4C

As previously indicated, the City's Master Plan anticipates the eventual redevelopment of a portion of the area to the southwest of the I-29/35 and Armour/M210 interchange. A feature of this redevelopment would be the construction of Railroad Avenue. The construction of Railroad Avenue would then make 16th Avenue even more significant as an east-west corridor. It could allow a significant amount of truck traffic to be taken off of M-210/Armour.

We believe consideration of this improvement would be consistent with two of the points noted in the statement of Purpose and Need contained within the EIS. Specifically:

- *Improve access to the Kansas City Central Business district and other major activity centers*
- *Facilitate the movement of trucks*

North Kansas City's Corridor Study Alternative – (see Exhibit #3)

As the City's consulting engineers considered what could be done to maximize this interchange, they understood that its' proximity to the M-210/Armour interchange would be of significant concern to MoDOT. With that in mind, the solution proposed in the corridor study suggests an "inverted diamond interchange utilizing 14th Avenue in combination with 16th Avenue." *Corridor Study p. 5*

Besides benefits that would come to the City with a full interchange, we believe that such an interchange along with the City's construction of Railroad Avenue would remove a certain amount of traffic from the Armour M-210 interchange, thus benefiting MoDOT's highway network.

The City hopes there will be a continued ability to discuss the possibilities of this interchange with MoDOT.

At the very least we would ask that MoDOT ask that design-builders design for the future construction of such an interchange as plans are submitted for the corridor project.

OTHER COMMENT POINTS

Access & Traffic Management During Construction

- 4D The City requests that throughout the project, including the preparation of the design/build documents, careful consideration be given to potential detours and traffic management. It is critical to note that the 10th Avenue access into the Paseo Industrial District is a main crossing for trains, and is not always open. The crossing is completely controlled by the railroad. There is great potential for devastating economic impacts due to business shut down in a project such as this that is so complex and for such long duration. We ask that detailed plans be developed as a part of the design-build process, and that the development of such plans include the communities and affected businesses.

CBD Loop Sub-Corridor (EIS Reference – Plate B-07)

- 4E In the City's response to the Draft EIS, we noted our concern with then preferred alternative B for the CBD Loop Sub-corridor. We are pleased to see that the Final EIS has revised its recommendation to alternative A, which appears to stay with the status quo.

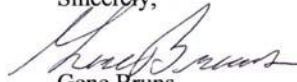
Bridge Type

- 4F The City of North Kansas City makes no specific recommendation as to bridge type or style, noting however that the City would also support an architecturally interesting structure *provided our significant concerns noted previously can be addressed.*

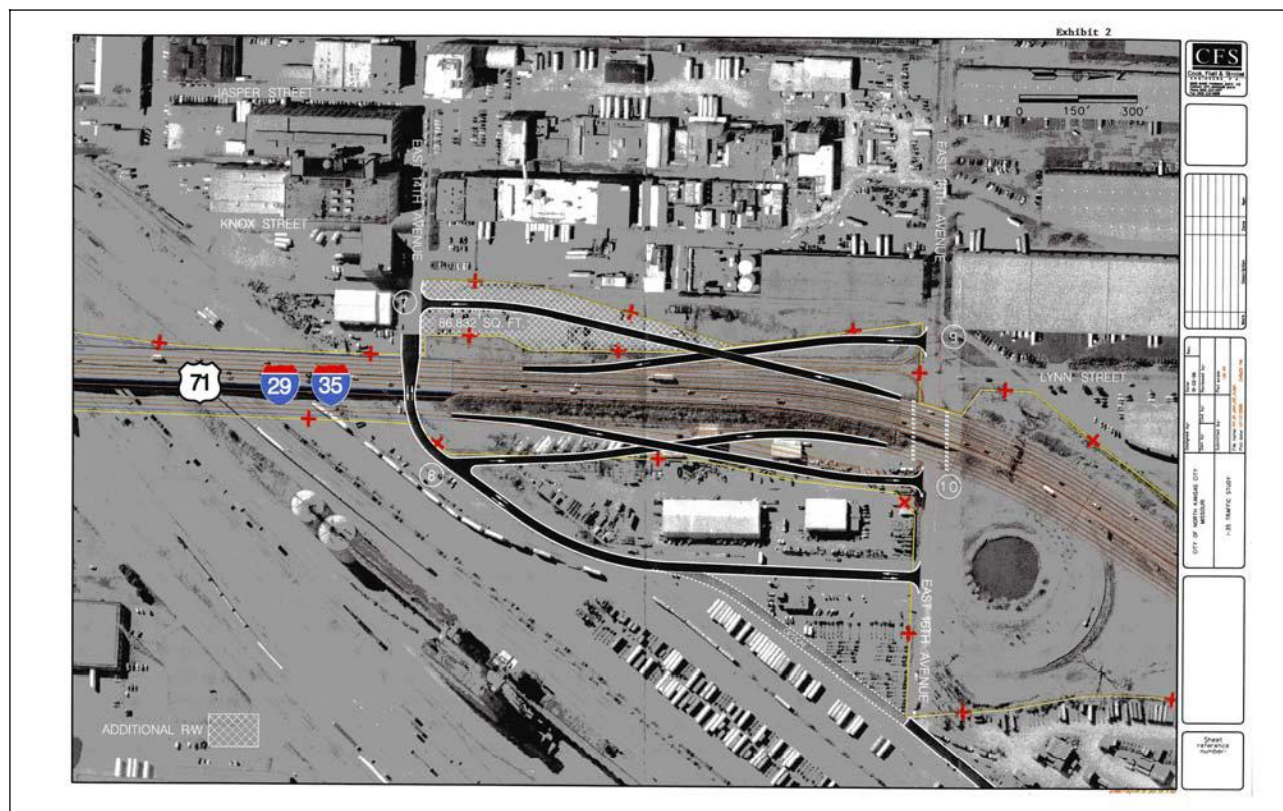
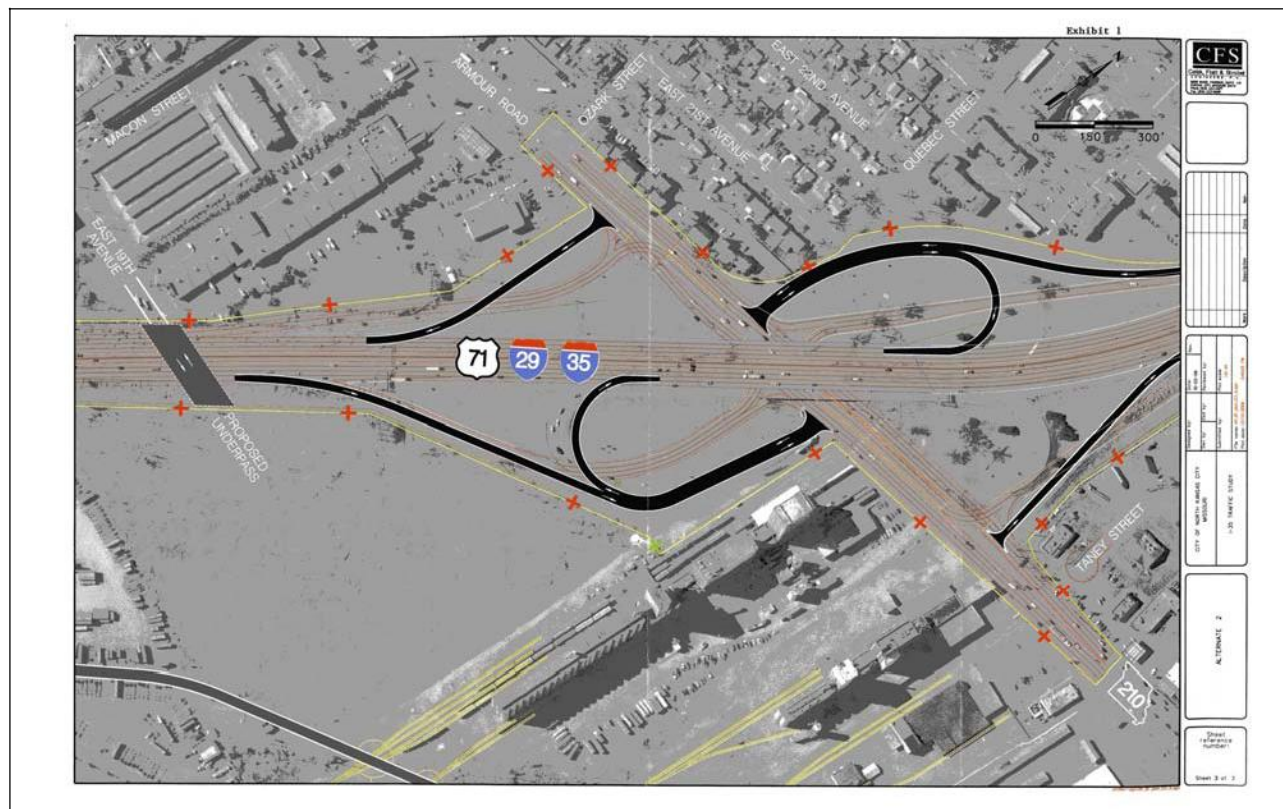
CONCLUSION

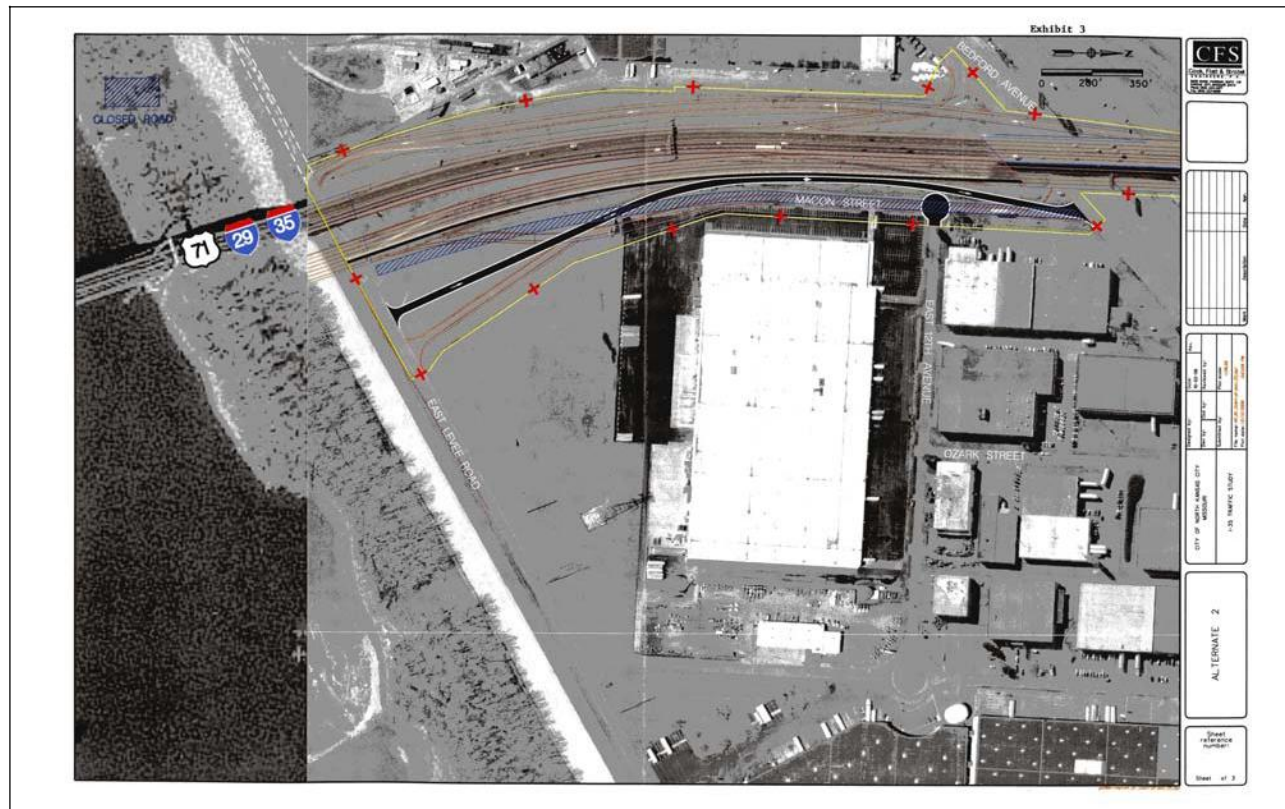
On behalf of the City of North Kansas City, we wish to express our continued appreciation for the continued efforts MoDOT has undertaken to provide the City with the opportunity for input. We appreciate being able to participate in the stake holder meetings, the design-build process, and our individual meetings with MoDOT staff. As always, should anyone connected with the project have any questions about our response to the EIS, please feel free to contact us and we will be happy to provide you any further information. Thank you again for this opportunity.

Sincerely,



Gene Bruns
Mayor





December 14, 2006

I-29/I-35 EIS and Location Study
c/o HNTB
1715 Kirk Drive
Kansas City, MO 64105

Dear Sir or Madam:

This letter is in response to the request for comments with respect to the “final” Environmental Impact Study related to the I-29/I-35 proposed improvements, as well as those in the Broadway corridor, the Heart of America corridor, and the north side of the downtown loop.

This letter is being provided by the River Crossing Committee, which is a combined committee of both the **Greater Kansas City Chamber of Commerce** and the **Northland Regional Chamber of Commerce**. Approximately ten years ago, the two chambers agreed that improvements to the river crossing should be the number one joint priority of both chambers and as a result, signed a written compact that created the River Crossing Committee to champion this expanded crossing. Since that date, the River Crossing Committee has been meeting on approximately a monthly basis in the attempt to promote the River Crossing. The Committee has about thirty members who regularly attend its meetings and many more who attend occasionally. One of the initial co-chairs of this Committee was Reverend Emanuel Cleaver (prior to his election to Congress).

5A The River Crossing Committee is absolutely in support of the construction contemplated by the final EIS. However, a number of concerns need to be raised. With respect to the bicycle and pedestrian elements of the plan, we disagree with the bicycle and pedestrian community in the attempt to place bicycle and pedestrian access on the Paseo corridor. Funding for the Paseo corridor improvements is already tight. We feel that the bicycle and pedestrian access can and should be located in the Heart of America corridor, either over the Heart of America bridge, or a separate bridge constructed for that purpose. To the extent that the Paseo corridor improvements are required to “not preclude” a future bike ped crossing, we disagree. There should be no design or construction dollars utilized for the purpose of bike ped crossing in the Paseo corridor.

5B We are concerned with the 2030 forecast traffic volumes for the six-lane facility. It is our understanding that current volumes are about 94,000 vehicles per day. We also understand that projections are for in excess of 130,000 vehicles per day by approximately the time the bridge is completed in 2011. With the tremendous growth in the Northland, which is in excess of 30% over a ten-year period, the projected AM peak and PM peak volumes are likely to be higher than projected. Further, it should be noted that since this is a NAFTA traffic corridor, and the confluence of two interstates, I-35 and I-29, there is not a significant difference between the peak

Missouri River Crossing Committee

*A collaboration of the Northland Regional Chamber of Commerce and the Greater Kansas City Chamber of Commerce
634 NW Englewood Road • Kansas City, Missouri 64118 • 816/455-9911 • Fax 816/455-9933*

I-29/I-35 EIS and Location Study
December 14, 2006
Page 2

travel times and the non-peak travel times during the day. The downtown loop has seen a substantial rebirth over the past couple of years and the new arena currently under construction in the downtown area and possible construction of a new baseball stadium, as well as Kansas City Live, could increase these vehicle utilizations far beyond the projection. We believe that the traffic forecast projection of an LOS E to be reached between the years of 2025 and 2027 and F by 2040 is not optimal. We would prefer that LOS C or D would be a more acceptable result as a worst case scenario. Because of this, it is essential that all reasonable steps necessary to permit the widening from the six to eight lanes contemplated in the EIS are taken.

- 5C Since the Kansas City Metropolitan Area is an automobile centered city, it is our thinking that high occupancy vehicles are not likely to be significantly utilized. Therefore, we would suggest that the alternative for reserving additional HOV lanes not be recommended.

- 5D We would further comment on the closure time during construction. This is an extremely important element of the plan. Minimizing the closure time is essential for continued revitalization and rebirth of the downtown loop and the synergy which is currently occurring to a great degree between the Northland and the downtown loop. A lengthy closure could be disastrous to our City's economy. A thirty minute delay twice a day for 94,000 daily trips (valued at \$15.00 per hour) is in excess of \$1,000,000 cost to our economy per day. A one year closure would thus cost in excess of the entire cost of the bridge and corridor improvements!

At this time, we choose not to take a position on whether two new bridge structures or one new bridge structure is preferable. However, because of the additional closure time of the one bridge alternative, we have grave doubts as to whether it should be the eventual preferred result.

- 5E The River Crossing Committee is committed to maximizing the public involvement between MODOT and the public. The River Crossing Committee endorses the concept of MODOT creating a community advisory group to assist it in making the decision.

In our response to the draft EIS, this Committee recommended the following:

"That advisory committee needs to be provided substantial authority to be allowed the opportunity to give substantial input and comment on the entire process, beginning with the RFP proposals, RFP responses, documentation, the selection of the design build team and carry it forward through the entire design build process."

We strongly endorse the concept of design build and recommend that maximum public input be obtained.

I-29/I-35 EIS and Location Study
December 14, 2006
Page 3

This bridge and the **landmark** aspect of it will become an icon for Kansas City for 100 years. It is absolutely essential that the public be kept involved, endorse the project and the progress, the final concept, the time line, and other major elements. Only with maximum public outreach can this be achieved.

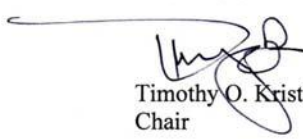
5F With respect to right-of-way, the summary proposal indicates that MODOT is purchasing right-of-way to accommodate at least six through lanes and where economical, will attempt to purchase eight. We recommend that all reasonable efforts be made to ensure that the right-of-way will accommodate eight lanes at this time.

5G With respect to lighting and enhancements, the Committee feels that both lighting of the bridge at night and the viewshed from the bridge are essential elements. The bridge should be noteworthy not only during the day, but also at night and that the lighting is an essential requirement of it. Lighting should, of course, be efficient and optimized for road surfaces while minimizing stray light intruding on adjacent properties and should comply with the International Dark Sky Association requirements.

The Committee recommends that enhancements to the bridge not be merely attached, but included in the design elements in such a way that they are an integral part of the bridge rather than simply attachments to or enhancements of the bridge.

In conclusion, we wish to compliment MODOT for its willingness and participation in innovative methods (including the design build process and the community advisory committee) in order to get the improvements constructed as quickly as possible. Maximization of the information provided to the community advisory committee is an essential element. The community advisory committee can and should be the coordinating entity between the public and MODOT. It is essential that the community advisory committee be fully engaged in the process.

Very truly yours,



Timothy O. Kristl
Chair

TOK/rks



December 14, 2006

Ms. Beth Wright
MODOT
600 NE Colbern Rd
Lee's Summit, Mo. 64186

Dear Beth:

I'm sure that you have received the River Crossing Committee's response to the final EIS. That response is a joint response, representing both the Greater Kansas City Chamber and the Northland Regional Chamber of Commerce.

6A

On behalf of the Northland Regional Chamber of Commerce, I'd like to reiterate our position on the bike/pedestrian crossing issue. The position of the Chamber is that we are not supportive of a bike/pedestrian crossing at the Paseo location. We are in support of a crossing but believe that the need would be better served and more user-friendly located at the Heart of America Bridge. Available funding and prioritization for area projects are the primary reasons for our position.

Please feel free to call me with any questions. I hope you and your associates at MODOT have a wonderful holiday season.

Sincerely,

Sheila Tracy
President

DEC 18 2006

634 N.W. Englewood Rd.
Kansas City, Missouri 64118
Phone: (816) 455-9911 Fax: (816) 455-9933
Website: www.northlandchamber.com
Email: northland@northlandchamber.com